

UPSTREAM UPPER PEMIGEWASSET HISTORICAL SOCIETY



LINCOLN, NEW HAMPSHIRE, FALL, 2007

**VISIT OUR WEBSITE:
LoggingInLincoln.com**

Annual Meeting

Our Annual Meeting will be at 7pm on Weds. Nov. 14th at the Museum on Church St. The program will be "The History of Logging". It will be presented by husband and wife Steve and Sue Wingate. Sue is with the Forest Service; Steve recently retired from the Forest Service and is now Program Director for the NH Timberland Owners Association. In addition to vintage photographs, they'll bring along some early logging artifacts.

Prior to the program, there will be a short business meeting, review of the past year, and election of officers.

The Upland Terrace, N. Woodstock



What Did It Cost To Build A Logging Railroad?

By Rick Russack

In 1925 the Parker Young Company purchased over 20,000 acres of prime timber land from the International Paper Company including the Mad River Notch and Greely Pond areas. It was Parker Young's intention to build a logging railroad through that Notch which would connect with the East Branch and Lincoln Railroad, thereby facilitating getting the timber to the company's mills in Lincoln. (The details of this transaction were discussed in an article in the last issue of this newsletter. It's also available on our website.)

There was much opposition to the building of a railroad through the scenic Mad River area and the Forest Service, hoping to purchase the land for the National Forest, and resolve the problem, entered into negotiations with Parker Young to find an acceptable alternative. Martin Brown, for Parker Young, was willing to listen to their ideas. It was the hope that the government could purchase the land from Parker Young, and recoup its outlay by selling the timber back to the company over a period of time, but with restrictions on how it could be cut. The appraisal, and the negotiations, were conducted with that aim in mind and that

**VISIT OUR MUSEUM ON CHURCH STREET IN LINCOLN-HOURS ON OUR WEBSITE
AND
VISIT OUR LARGE DISPLAY IN THE VILLAGE SHOPS MALL ON MAIN STREET**

was the way things eventually worked out.

The Forest Service, in preparing for the discussions with Martin Brown, conducted detailed appraisals of the land and timber. The Forest Service, as well as environmentally concerned groups such as the Society for the Preservation of New Hampshire Forests, (if logging had to take place) were in favor of the company driving logs down the Mad River to Campton and then transporting the logs via B&M RR to Lincoln. This would have eliminated the possibility of forest fires caused by sparks from steam locomotives and the disfiguring of the Notch by building a railroad.

Parker Young maintained that approach was far more costly to them than building the railroad through the notch, as they planned. The appraisal that the Forest Service conducted included detailed comparisons of the costs involved with the river driving alternative and building a logging railroad. That study provides rare insights into the economics of a large scale logging enterprise in the late 1920s. And it provides a comparison of the actual costs of moving logs via river drives as opposed to a logging railroad. (If you're curious about how the following figures might translate to 1900 dollars, in the days of J.E.Henry, you could estimate the costs to be slightly less than one half. Websites that provide this type of comparison indicate that what cost \$100 in 1925 would have cost about \$45.00 in 1900.)

The Forest Service agreed with Martin Brown that building and operating a logging railroad was the less expensive way of moving logs to Lincoln. The proposed new railroad through the Mad River Notch would have been 14 ½ miles

long and would have connected to the Hancock Branch of the East Branch and Lincoln. About 5 miles of that branch track would require repair work. It was estimated by the Forest Service that there were about 15 million board feet of hard wood lumber and about 178,000 cords of spruce, fir, and poplar. They estimated that it would take 14 years to remove these quantities, at an average cut of 10 million feet annually.

The following estimated costs are taken from the Forest Service appraisal report, dated August, 1927, in the files of the Forest Service in Laconia. A copy is in the Historical Society collection. The logging season was expected to run from mid-November through mid-March. Two 50 ton locomotives would be needed at a cost of \$10,000 each. Seventy sets of log trucks would be needed at a cost of \$70,000 and two cabooses at a cost of \$1,200 each. The total for the rolling stock was expected to be \$92,400.



A 50 Ton Shay Engine

One crew would cut and move to a log landing either 4 ½ cords of pulp or 100,000 board feet of hardwood. The crew would consist of 2 choppers, one swamper and improvement man, one sled tender, one teamster and two horses. The daily cost for this crew would be \$21.50,

including \$4.00 for the horses. A five man crew would be required to load the cars, at a daily cost of \$14.00.

The costs of running the railroad, with each train making two round trips per day were expected to be \$174.00, broken down as follows:

2 enginemen at \$7.00 each per day; 2 firemen at \$4.00 each per day; 4 brakemen at \$5.00 each per day; 1 trainmaster at \$6.00; 10 tons of coal at \$8.00 per ton; oil, waste and repair, \$20.00; 2 car repair men at \$4.50 each per day, and misc. supplies at \$17.50 per day. In addition, 3 foremen would be needed at a cost of \$150 per month each; 3 scalers at a cost of \$90.00 per man; and one walking boss at \$250.00 per month. A 12 man maintenance crew was projected to cost \$3.25 per man and 2 foremen were to be paid \$4.25 per day. These men were projected to work 200 days per year. Snow plowing was expected to add \$1,000 for the season.

The report also contains detailed costs for building and repairing the railroad.

These costs were broken down into the improvements needed for the Hancock Branch, the Cascade Branch, Mad River Notch to Depot Camp, and the spurs and sidings. As an example, the costs for the Mad River Notch to the Depot Camp would have been: \$25,500 for grading; \$1,950 for trestles and bridges; \$24,00 for the track, \$3,600 for laying the track and \$6,000 for ballasting. In addition, ties would have cost \$7,920 and would have lasted only 5 years, meaning they would have been replaced twice at the same projected cost.

The Forest Service report has many more statistics. They list the relative values of different lumber. Hemlock, for example,

might be worth \$1.47 per 1,000 board feet while yellow birch might be worth \$4.47 per thousand. They estimate depreciation costs, taxes, insurance, gasoline, and more. They note that Parker Young might have been able to build the camps and railroads less expensively using second hand material. They discuss, in detail, the relative costs of removing the timber by river driving and tractor hauling, the costs of throwing logs into the Mad River, the costs of splash dams, the costs of piling logs, the costs of loading and unloading railcars, etc. etc. If the additional statistical material is of interest, you might want to study the full report.



Roadbed Under Construction EB&L

Our LoggingInLincoln.com Website

Our website continues to draw visitors. We've had close to 9,000 visitors. And we get some interesting emails; a few weeks ago we had one from a descendant of J.E. Henry. She talked about the Minnesota wheat growing venture in the 1880s. She said the land is still in the family and still producing wheat. She's promised more details and perhaps some additional photographs.

The website now has our newsletter posted. It also had additional photos

relating to articles in the newsletter. Our last issue talked about the logging railroad through the Mad River Notch. It included 2 or 3 photos of log drives on the Mad River. But our collection includes over a dozen pictures of that subject. They can now be seen on the website.

Over the next couple of months we'll be adding numerous of Woodstock and Lincoln; the hotels, the mills etc. As I've said before, our collection of scanned images continues to grow and our intention is to share as many as possible.

Antiques Appraisal Day

The weather was great for our Appraisal Day on August 4. Helaine Fendleman (if logging was to take place) did a great job. Over 100 items were brought in by about 25 people. Some really odd items appeared (like Alvin Lee's very early flashlight that looks like a candle). And a very good American Impressionist painting was brought in. Our Silent Auction was well supported by local businesses and we have several to thank: (In no particular order) Loon Mountain for Ski Passes; Indian Head Resort, Dinner for two; Common Man for a Gift certificate; Woodstock Inn, 2 certificates for Dinner for two; Fratello's Gift Certificate; Brittany's Dinner for Two; a one hour massage at the Worry Tree Relaxation Center; Clark's Trading Post for a certificate for 4 admissions; New England Ski Museum for 4 large, matted early Ski photographs; Café Lafayette Dinner Train, buy two get two free certificate; Papermill Theatre for 2 tickets; Hobo Railroad, 2 certificates for a train ride for a party of 4; Pemi Valley Excursions for a Moose Tour for 2; and a really nifty green Depression Glass serving bowl and platter donated by Peggy Evans. And Clark's Trading Post

provided the Hot Dog Wagon-and hot dogs. Pretty good hot dogs, they were. And ably prepared and served by Janet Peltier.

The day was a financial success-thanks to all who helped.

Upcoming Programs

On Sat. Oct 13, we've planned a Nature Walk with two experts on New Hampshire flora and fauna. Dave Govatski retired from the Forest Service and now works with the Pondicherry Reserve in Jefferson. He has presented numerous programs for the AMC, and has lead hundreds of hikes in the White Mountains. Clare Long, Forest Service Conservation Education Specialist, is well versed in our plants, animals, and trees. This should be a great learning experience for all ages-we couldn't ask for more knowledgeable guides. We'll be learning about the changing seasons and how animals prepare for the coming winter. We'll meet at the Discovery Trail on the Kanc at 1pm.

UPHS program details are on the LoggingInLincoln.com website.

A Simpler Day and Time



“Grandpa, along with his horse trading,

kept 8 milch cows, usually good ones, which he milked himself. Grandma put the milk in quart bottles and 8 and 10 quart cans for M.H. Sawyer to pick up at 7am each morning to peddle on milk route through No. Woodstock and Lincoln. From this milk, Grandpa would get about \$1.80 to \$2.50 per day. This would nearly pay for what grain it took to feed the cows and for what groceries it took to feed the family along with the meat and vegetables raised on the farm. Grandpa pastured his cows in back of the barn along the banks of the Pemigewasset River. After haying, they were allowed to graze under us kids' scrutiny. It made a beautiful scene on a late summer afternoon, seeing the cows filling themselves on the second crop of hay."

This was written by Charlie Kimball, who was raised by his grandparents on the Curtis Parker farm, in North Woodstock. Charlie's daughter, Gloria, who lives in Thornton, gave us copies of a fascinating group of "short stories" written by her father, mostly in the 1960s. Charlie Kimball worked at Cannon Mountain and Lost River for many years. He built the Church on the Rock. His writings discuss growing up in North Woodstock and Lincoln in the early years of the 20th century, along with his experiences at Lost River and Cannon.

We'll be reprinting excerpts from Charlie's stories in future newsletters, as space permits. We also have several other "reminiscences" of earlier days, which we'll be sharing.

Another brief excerpt from the author talking about daily life: "Thus ended the day for our household. There had not been a bit of hurry during the whole day-

no time clock to punch, no appointments to keep. In every other household up and down the valley, it was the same as ours. Everybody went about his or her daily tasks as if they were to live forever. Neighbor wife visited with neighbor wife talking over their troubles, of which they had very few. The men folk would stop their wagons and talk to their neighbor, with foot on the wagon hub or in its spokes, by the hour."

Gloria Kimball also allowed us to scan over 100 wonderful photographs of this vanished way of life and vanished, scenic, New Hampshire. The photographs are exceptionally fine. The photographer is not identified, but my guess would be that he was professional. We've asked the New Hampshire Historical Society for their help in identifying the photographer. Many thanks to Gloria.

Prints of the White Mountains

The first print of White Mountain scenery is considered to be a vignette that appeared on Philip Carrigain's map of New Hampshire. Throughout the 19th century hundreds of prints appeared in books and magazines and many were published separately. Many were copied from paintings by well known painters such as Thomas Cole. Some were published by Currier and Ives; many chromolithographs were published by Louis Prang of Boston. Relatively little has been published on the subject and few are on display in New Hampshire's museums and historical societies. We've been scanning many prints from two fine collections: the Douglas Philbrook collection and the collection of the Mount Washington Observatory. We hope to exhibit several next year. You'll be quite surprised by the variety.

FIRE ON THE SUMMIT

By Rick Russack

On the night of Thursday, June 18, 1908 all the buildings at the Summit of Mt. Washington, with the exception of the original Tip Top house, were destroyed by fire.

The damage was extensive: the Summit House Hotel, the printing office and press of "Among The Clouds", the cottage used by the Summit House employees as a boarding house, the Stage Office, the Signal Station, the train shed, the turntable used to turn engines, and 247 feet of newly installed Cog Railway track, were destroyed. It would be seven years before a new Summit House would be opened.



Signal Station Ruins

The exact cause of the fire was never learned. Railroad crews had been working that day to get everything ready for the first day of the season, June 29. It was a bright, sunny day, and the work crew descended the mountain to the Base Station by train at about 4:45. All was in order. Shortly before the workmen left, a group of young hikers from Berlin arrived, planning to spend the night in the Stage office.

Apparently, the fire was first noticed by the hikers, one of whom later said that they had seen flames coming from a

window of the hotel. They entered the hotel but were unable to put out the fire. There were unable to call down to the Base Station, as the telephone had been disconnected. Four of the hikers started down the Carriage Road to alert men at the Glen House.

Because of the placement of the Base Station, the railroad employees were not able to see the summit, and did not know of the danger. The first word of the fire was relayed from the Fabyan House. A number of people at the hotel, staff and guests, saw the glow on the mountain but assumed it to be sunlight. The hotel clerk saw the flickering of the light and understood the situation. He called Colonel Baron, manager of the Crawford House and The Summit House, and he called the Base Station. Superintendent Horne, in charge of the work crew, had a train made ready and a crew went up the mountain. As they approached the Gulf tank, they saw the hotel almost consumed by flames and realized they could not take the train to the summit. They left the train, on foot, near that point and when they arrived at the summit they saw the roof of the hotel was already gone and the fire was spreading. The train shed was destroyed, the stage office had fallen in, and the "Among The Clouds" building was burning. Shortly after they arrived, the Signal Station caught on fire from embers from the train shed. The crew from the Base Station could do nothing but watch as the fire progressed.

When the flames were seen from the Glen House, a crew started up the carriage road and met four of the young hikers who were coming down to try to get help. But nothing could be done. By midnight the fire had burned itself out. All that survived were the old, unused,

Tip Top house and two stables which were located below the summit.

Although the Baron's initially thought they could re-build in time for that season's visitors, it was finally decided that it simply could not be done. Logic, and logistics, were such that immediate re-building was not possible. The decision was made to use the old Tip Top House, the only building that survived at the Summit, for that season's visitors. The building had not been used as hotel in many years. Work began immediately to get the building ready and by the end of July it was ready to feed day visitors and accommodate overnight guests. The second Summit House was not completed until 1915.

The original Summit House was opened in 1852. Building it required physical effort almost impossible to believe today. The lumber was cut at a sawmill in Jefferson and taken up to the Summit via a bridle path. The boards and timbers were partly secured to a horse and partly carried by one of two young men, walking behind the horse. The men were D.B. Davis and A. Judson Bedell. It's said that the door of the hotel was carried up the mountain by Mr. Rosebrook. The next year, 1853, a Lancaster resident, John Spaulding, built the Tip Top House to compete with the Summit House. After one season, Spaulding bought the Summit House and the two have since been operated by one company.

In 1869, the Cog Railway was completed and brought a large increase in the number of visitors.



247 feet of new track was destroyed

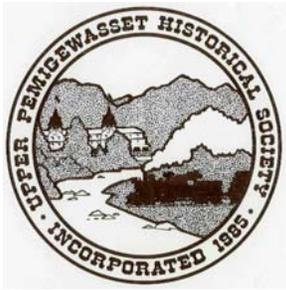
It became apparent that facilities had to be enlarged. In 1872, Walter Aiken, representing the Mt. Washington Railway, and John Lyon, President of the Boston, Concord and Montreal Rail Road, decided to build a new, larger, Summit House. It opened in 1873. It cost \$59,599.97 to build, plus another \$10,000 for freight costs. All material came up the Cog Railway and 259 freight car loads were required. In 1874 the Summit House was enlarged and the original Summit House, which was still standing, became a dormitory for the staff, until 1884, when it was taken down.

In 1877, Henry M. Burt, began publishing *Among The Clouds*, the first paper to be printed on a mountain summit, using a portion of the Tip Top House. In 1884, a new building was erected for the paper. (The paper was not published at all in 1908, all it's equipment having been destroyed. In 1909, a special edition was published and in 1910 regular publication resumed, but not from the Summit.)

In 1878 the Stage Office was built by the owners of the Carriage Road, which had opened in 1861. It was operated from the Glen House, at the eastern base of the mountain. The E. Libby Co. of Gorham, who was the operator of the stage line at the time of the fire, started re-building

within a few days and the building was ready for use in late July. The Signal Station was built by the US government in 1874 for use by weather observers.

It's likely the photographs illustrating this article were taken by Guy Shorey of Gorham. Shorey was on the Summit the morning after the fire and the photo that shows part of the Signal Station still standing, was definitely taken by him. (It's used in the special 1909 edition of "Among The Clouds", published in magazine format, to commemorate the fire. Shorey is named as the photographer.)



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The information used in this article is taken from the 1909 special issue of "Among The Clouds" and from Frederick Kilbourne's "Chronicle of the White Mountains", an excellent history of the area. The photographs of the aftermath of the fire are from the Douglas Philbrook Collection, and are used with permission.

Additional photos of the ruins are on our website.

Other photos used in this issue are from the Arnold Ham Collection, the Kimball Collection and the Bill Gove Collection.

